

PCN Services – High Life *Newsletter, News, Events, Deaths, Illness Notices* and *PCN Calendar*. *Note: Notices from major sections are distributed by separate email address to allow our subscribers the ability to customize and block notices not desired.*

Large Web Community for World's Largest Airline

A merger on Aug 1, 2009 of RSP and Delta Retired Pilots Communication Network

High Life

For all Delta people who have truly touched the *High Life!*

Dear PCN,

Group Section.....

Mark's Remarks:

For Zeroes who have become Heroes – HCTC info. You guys who now receive some \$\$\$ from the PBGC need to check into the HCTC pronto and get help with your health care insurance premiums. **See below in the insurance section.**

I personally want to wish all a very enjoyable memorial week-end. May we all pause and thank God for those who once lived and fought to protect liberty.

News Section.....

Friday, May 28, 2010, 1:28pm EDT

DOT fines Delta, AirTran for false advertising

Atlanta Business Chronicle

The **U.S. Department of Transportation** fined **Delta Air Lines Inc.** and **AirTran Airways** a total of \$60,000 for falsely advertising ticket prices.

DOT said Friday Atlanta-based Delta (NYSE: DAL) was fined \$40,000 and AirTran (NYSE: AAI) was fined \$20,000 for violating rules that require airline price advertisements to disclose the full price consumers must pay for air transportation.

DOT said Delta failed to provide adequate notice of taxes and fees that were not included in certain base fares at the first point they were advertised on its website. On some of Delta's Internet displays, the statement that taxes and fees were extra was not a link and the link the carrier provided failed to refer consumers directly to a statement that did provide the required information on the additional taxes and fees.

Air Tran, which has its main hub at **Hartsfield-Jackson Atlanta International Airport**, advertised a fare that was not available, DOT said. On Feb. 16, the airline posted a press release on its website advertising its "Leave the Blizzard Behind Sale." The sale lasted for 72 hours and applied for travel on AirTran before May 26, 2010. The press release advertised fares "starting as low as \$39" one-way. However, an investigation by the DOT's Aviation Enforcement Office revealed that there were no seats available for \$39 as part of the sale and that the lowest available fare for the sale was \$44.

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Friday, May 28, 2010, 2:03pm CDT

Report: Delta to hire 300 pilots

Delta Air Lines Inc. is planning to add hundreds of pilots to its work force and return as many as two dozen mothballed planes back into service, the *Atlanta Business Chronicle* reports, as the company seeks to gain flexibility amid signs of a recovery in the airline industry.

To read the full report in the *Chronicle*, a sister paper to the *Minneapolis/St. Paul Business Journal*, **click here**.

On May 4, Delta said it planned to hire new pilots to restore some previously cut flight schedules and increase the use of wide-body airliners. The airline also seeks to replace pilots expected to retire over the next year.

The new pilots, who could be pilots recalled from furloughs or new hires, are expected to be in place this year.

Other Airline News (Recent stories of interest):

The Airline Industry's Best Kept Secrets

Posted: May 28, 2010 13:13 PM by [James Brumley](#)

It's amazing how sometimes investors can get so fixated on one thing that they miss the important things. This time, it was the airlines.

IN PICTURES: [Top 8 Estate Planning Mistakes](#)

Between the ash cloud intermittently shutting down Europe's airways and the buzz about the merger between **Continental Airlines** (NYSE:[CAL](#)) and **UAL Corp.** (Nasdaq:[UAUA](#)) [subsidiary](#) United Airlines - and the impact it may have on **Delta Air Lines** (NYSE:[DAL](#)) - two key points were lost in the shuffle.

Major Airline Uncertainty

The current-year forecasts look amazing, with single-digit [P/E ratios](#) on the menu for Delta, United and Continental. If the anticipated numbers are on target, then airline stocks really are the market's best bets right now. But, that's a big "if".

Read More: <http://stocks.investopedia.com/stock-analysis/2010/The-Airline-Industrys-Best-Kept-Secrets--SKYW-AAI-ALK-DAL-UAUA-CAL0528.aspx?partner=YahooSA>

Finance Section (section containing items with financial consequence to our group):

FINANCE: CLAIMS/PBGC/HCTC/INSURANCE/PLANNING/TAX/ESTATE

Remaining financial items for retirees to watch:

After Aug 2007 these are retirement items remaining with financial consequence.

1. ~~PBGC 2nd look re-calc at qualified annuity benefits~~ - **completed 8/24/07**
2. ~~PBGC make up lump payment for underpayments since termination:~~ **most reported received 1/31/08**
3. Final claim distribution by DAL through BSI - **pending (now likely in '11 according to Kight)**
4. ~~Class Action suit against DAL concerning 5-yr look-back worth in excess of \$100 million -~~
withdrawn
5. Final Benefit Determination Letters (BDL's) PBGC re-calc "determination" of qualified annuity (likely after claim stock sale) – **pending (only 45 days to appeal)**
6. Pension reinstatement/contribution request by DP3 representing the retired pilots. **very long shot....pending**
7. ~~Roth IRA creation as per Worker, Retiree, and Employer Recovery Act of 2008—deadline June 22nd, 2009~~
8. Expiration of HCTC 80% premium subsidy will expire on December 31, 2010. Back to 65%.

Insurance (issues about health, life or disability that are of interest):

HCTC for eligible pilots between ages 55-65:

[IRS HCTC](#) home page HCTC Customer Contact 1-866-628-4282 1-866-628-4282

[IRS HCTC FAQ's](#)

[HCTC Delta specific FAQ's](#)

[HCTC registration To Do list](#)

[HCTC state qualified plans](#)

[HCTC application kit](#)

[IRS HCTS filing form 8885](#)

A PBGC Appeals Checklist

How you can help the DP3 Trustees

May 29, 2010

DP3 needs your help!!!

The DP3 Trustees are nine volunteers operating out of our home computers. We are theoretically retired and volunteering part time. In order to minimize our workload to avoid impending trustee burn out and still prepare for the appeal of our PBGC benefits, we need you to carefully read the following message:

Keep your email address updated.

Our database mail system uses your email address as your identification. You must advise us if you change email addresses. You must use the same email address for DP3 communications.

Print and follow the PBGC Appeals Checklist.

We need you to print out the appeals checklist and follow the instructions precisely. [Click this link to download the Appeal Checklist.](#) Print the checklist out after it's on your screen (it will display in a new window or tab.) The checklist is for Honor Roll Members of DP3 only. Remember that you will need the generic DP3 User name and Password (repeated at left in blue) for access to the checklist.

Only email/fax us the exact documents we request.

Do not send us more than the checklist asks for. Our fax machine is a pay-by-the-page entity in cyberspace and extra pages cost money which needlessly drains our treasury. We do not need fax cover sheets as long as your name is on the documents.

Don't worry if you don't have all your documents or information at this time.

Do not worry if you can't find the documents we recommend (original retirement, SEMBAPT, Benefit estimation). They are only used to verify the data DAL sent the PBGC. Errors are rare.

Don't worry if you don't have all the information for the Honor Roll Survey. That information is primarily for sorting purposes (different groups have different issues.) Just fill in each box as best you can. You can update it anytime by going to the appeals page and filling the HRS out again - a new HRS will replace a previously submitted one automatically.

Please wait 15 days to email us about your surveys and paperwork.

We manually update all information in our database. It can take up to 15 days to get the information in our system and uploaded to the mail server. Please do not email questions until 15 days have passed. Many questions we are routinely asked are already answered in the upper left hand side of all of our email traffic, just like this one. Always check the email [Membership Status Box](#) for the status of your paperwork.

We are overwhelmed with emails asking us to verify receipt of the HRS, DOR, BDL, and/or dues payments. We will not leave you out. We are looking for every way possible to include every member in the process. If we make a mistake, after 15 days we can still take care of it.

We continue to look for better ways to do our jobs.

Our Communications Committee chairman and computer guru continues to work on sophisticated programs that will keep improving our communications and your ability to check your status, as well as update your personal information. While we are using some assistance from top flight programmers, if we were to contract this work out it would be cost prohibitive. Please be patient as we carefully prepare for the appeal process.

Thank you for your continued support.

Your DP3 Trustees

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To PCN subscribers these links are "hot" and will take you directly to the DP3 resource page or checklist for filing an appeal concerning your PBGC benefits.

Click for [PBGC Appeals Resource Page](#)

Or

[Appeal Checklist](#)

DP3 (login required)

Click to appeal your PBGC benefit

(Note: Must know your DP3 assigned passwords which cannot be shared in our newsletter!)

Commercial Section.....

Investment (Legitimate firms that have helped our group are encouraged to contact PCN to add articles here):

Section reserved for future content.

Travel & Non-Revving (share a quick reco):

Life Section...

Misc Posts:

Kirby Klein

Email JaggurK@aol.com

Issue Area Pension

Comments If any member of **Delta Class D-66 11 April 1966** (K. J. Klein through W.L. Rice) needs their seniority date for the PBGC appeal, I have a Delta letter listing those dates. K. Klein.

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Can DC-3 pilots help Capt. Alexander?

From: [Ron Alexander](#)

Date: 05/30/10 18:38:05

To: Mark@pilotcommunication.net

Subject: DC-3 event

Mark:

I am assisting the EAA with a presentation at this year's AirVenture in Oshkosh, WI. It occurs during the week of July 26th. The major theme for this year is the 75th celebration of the DC-3. We will present a couple of panel discussions on operating the DC-3 – both airline and military. I am **searching for people who have flown the DC-3** for Delta and C-47's for the military, particularly during WWII and Viet Nam. We will assimilate a panel to discuss the operation of the airplane at 3 different presentations during Oshkosh.

Can you help me with this search?

Thanks very much Mark..

Ron Alexander

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From: [Scott Coleman](#)

Date: 5/23/2010 11:43:05 PM

To: mark@pilotcommunication.net

Subject: Chasing aluminun

Mark,

I read with interest your message last time about your unsatisfactory experience with the hiring process at a Chinese airline. I could sense your frustration and disappointment but I'd like to offer some philosophical observations which are probably worth only what you have paid for them in advance (nada).

First, it's kind of nice when a potential employer shows an interest and wants to interview you, especially after a long dry spell. Sometimes you feel like the forgotten man. Hey, I used to BE SOMEBODY. Yeah, and you used to be bulletproof too, but now you're not. Anyway, there's a euphoria about approaching a potential new adventure that might actually pay the bills but it can be a trap. It can lead to a roller coaster effect with highs and lows of emotion in conflict with your rational side which tells you "this ain't a done deal yet so dial it down a little, Ace."

Should you check out most opportunities, especially those that would put you back making the sky safe for Democracy? Of course, but think of the many downsides, too. A commute to the far side of the world? Be fun for a short time, but after a few months, your old body wouldn't be able to tell which side was up. Probably lead to an early grave. Also, there's the enormous lost time with your family to consider which can never be recovered. Not only that but even a rock solid marriage like I know your's is would show strain from separation, plus, despite your devotion, can you absolutely guarantee you wouldn't succumb to temptation when you know there's practically no way to get caught? Maybe you're a better man than I am but I think it's a recipe for disaster where your family life is concerned. Re-examine your priorities and sure, do good work and expect to be compensated for it but don't sacrifice what's most important: family, faith and good health.

All this is by way of saying those Chinamen fiddle-farted around and missed out on the best pilot they've ever had the opportunity to hire but maybe, it's the Big-Dispatcher-in-the-Sky closing a door that He wanted you to look into while, in His perfect timing, another door is about to open that is in accordance with His perfect will. I am in the middle of a promising opportunity after a very long dry spell, but He has taken care of me throughout and, if this is not His will, I don't want it. I'll be disappointed, sure, but I'll get over it and look for something else. If my IRA runs out, I have the assurance that my needs will be met, no matter what. Kinda like being bulletproof---again!

So buck up; Buttercup. It ain't the end of the world. The one that's just right will come along, at just the right time. "Blessed is he who waits upon the Lord." How to wait is what I've learned the most about from my retirement experience and you know what? Whatever the future holds, more waiting or another career, I'll embrace it and deal with it the same as any aviator, as if I were a duck. Cool and serene on the surface but paddlin' like hell underneath.

Innovate, adapt and overcome!
They can't hurt me, I won't let 'em!

God bless,
Scott Coleman
B767-400 ATL
Retired 8/1/05

Editor: Scott, I know you meant this as a personal letter, but with your permission I wanted to share it. I thank you for the encouragement, but the last line kept me laughing. Think I will learn more about being like a duck.

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From: [Tom Gantt](#)
Date: 5/24/2010 3:27:57 PM
To: mark@pilotcommunication.net
Subject: Seniority Date Info.....

Hi Mark,

I found my "Seniority Date" on the "Early Retirement Calculation" [Delta Pilots Retirement Plan] furnished to me by DAL before I retired.

Tom Gantt
Retired 767

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Al Lee

Email al@wa4ewv.net

Issue Area General

Comments - Hi Mark and the PCN group:

I live in Panama City Beach, FL, and this past weekend was the grand opening of the new airport. Southwest Airlines was on the headline of the local paper for 3 days. It was on the local TV stations ... Everywhere, all you could see was Southwest!

Delta had the opportunity to join in (from what I have been told) by flying an MD88 in along with SW B737. Marketing really dropped the ball on this one, but what's new?

I just hope that Delta's marketing department gets an overhaul, and real marketing people get in and move the 'do nothings' out on the street! (with minimum retirement!)

That's my vent!

Al Lee

767 ER retired 2000

Human Interest:

Good Read (Good book recommendation & [Community Author's](#) blurbs):

From: [Peter](#)

Date: 5/28/2010 4:55:16 PM

To: dickdeeds@pacbell.net

Subject: WEB SITES OF INTEREST --- May 28, 2010]

Subject: [Fwd: WEB SITES OF INTEREST --- May 28, 2010]

Dick,

You may want to add: to DELTA Authors: STEVE GREY who wrote a great Vietnam Story of his career in the Navy called **RAMPANT RAIDERS** CaptSRG@aol.com

Regards,

Pete Reed

Event Announcements (Click here for [PCN Org & Groups Page](#)): to post pcn.calendar@gmail.com

From: [Bean, Judy M](#)

Date: 5/28/2010 9:50:14 AM

Subject: Rolling Hangar Sale starts June 01

It's another rolling hangar sale at the Delta Heritage Museum!!
Starting Tuesday, June 1st at 9am in Historic Hangar 2, and continuing while supplies last, on board service items and miscellaneous other Museum items will be for sale at phenomenal prices.
Hope to see you here,
Judy

Judy Bean | Heritage Museum Store Manager | 404-773-1219 | Judy.M.Bean@Delta.com

I am looking for....." (Share a post of who you are seeking, if one sought answers....wallah):

Good Deal/Bad Deal (Share a quick good deal or bad deal you have found – no commercials here!)

Hangar Flying (Share a bit of ole hangar flying with the net) :

From: [Force, Marie](#)

Date: 5/25/2010 11:30:12 AM

To: 'dillardhorner@bellsouth.net'; 'mark@pilotcommunication.net'; 'dlpioneers@juno.com'

Cc: [Meng, Tiffany M](#); [Romanoski, Greg](#); 'caepru@bellsouth.net'

Subject: DC-3 Ship 41 Restoration slide show now live!

Please share this announcement with your groups. Thank you!

The Delta Museum marks 15 years of preserving and sharing Delta history this week (May 23). To celebrate, we just launched a slide show of **over 80 photos showing the amazing, 5-year restoration of Delta's DC-3 Ship 41**, from rusty freighter to 1940s passenger plane with modern flight capability.

Check out the slide show!: http://deltamuseum.org/M_Aircraft_DC-3.htm

Post your comments about the slide show on the Delta Blog: <http://blog.delta.com/2010/05/24/from-the-delta-museum-dc-3-ship-41-restoration-photos/>

Marie Force
Archives Manager
Delta Air Transport Heritage Museum
Delta Air Lines
1060 Delta Blvd., Dept. 914
Atlanta, GA 30354

phone 404-714-2371
fax 404-715-2037

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Unless you're a retired military fighter pilot and airline Captain, it's unlikely you experienced most of these ... but I think all of us can imagine what many must have been like! Thanks David.

"WHY IT WAS (AND IS) GREAT TO BE A PILOT "

Flying close finger tip formation in a flight of four.

Losing an engine in an F-84F while taxiing back to the ramp after a mission.

Terminating afterburner at 1.85 Mach in an F-101 and experiencing deceleration so hard that I flew off of the seat and into the harness so hard that I had strap bruises on my body, and needed a change of underwear.

Full afterburner take off in a clean F-101 in 20 below zero weather at night.

Somehow, all the jet-lag and other problems had some compensating balance!

Doing formation join-ups in the F-4 around big beautiful columns of Cumulus out of every fighter base.

Sunrises seen from the high flight levels that make the heart soar.

The patchwork quilt of the great plains of Kansas from 37,000' on a day when you can see forever.

Cruising mere feet above a billiard-table-flat cloud deck at Mach .86, with your chin on the glare shield and your face as close as you can get to the windshield.

Knowing you got to land a fighter on a five thousand foot runway, that is covered with hard packed snow, and no drag chute.

Punching out the top of a low overcast while climbing 30,000 feet per minute in Afterburner.

The majesty and grandeur of towering cumulus.

Rotating at VR and feeling 800,000 plus pounds of Airplane come alive as she lifts off.

The delicate threads of St. Elmo's Fire dancing on the windshield at night.

The twinkle of lights on the Japanese fishing fleet far below, on a night crossing of the North Pacific.

Cloud formations that are beautiful beyond description.

'Ice fog' in Anchorage on a cold winter morning.

Seeing the approach strobes appear through the fog on a 'Must do' zero, zero approach when there is no other place to go.

Seeing geologic formations that no ground-pounder will ever see.

The chaotic, non-stop babble of radio transmissions at O'Hare during the afternoon rush.

The quietness of center frequency at night during a "Transcontinental flight" ... or over the Amazon at any time.

Watching St. Elmo's fire all over your windscreen in the winter night skies over Alaska.

The welcome view of approach lights appearing out of the mist just as you reach minimums.

Finding yourself in a thunderstorm with 750# bombs still hanging on your wings.

Lightning storms at night over the Midwest.

Picking your way through a line of huge Thunderstorms that seemed to go all the way from Chicago to New Orleans

The soft, glow of the instrument panel in a dark cockpit.

The dancing curtains of colored light of the "Aurora Borealis" on a winter-night "North Atlantic" crossing.

Passing 30 west . . .

The taxiway names at O Hare before they were renamed:

'The Bridge', 'Lakeshore Drive', 'Old Scenic', 'New Scenic', 'Outer', 'The Bypass', 'Inner', 'Cargo', 'North-South', 'The Stub', and 'Hangar Alley' !

The majestic panorama of an entire mountain range stretched out beneath you from horizon to horizon.

Lenticular clouds over the Sierras.

The brief, yet tempting, glimpse of runway lights after you've already committed to the missed approach.

The Alps in winter.

Watching a fellow pilot do an engine out flameout approach and making it in an "F-100".

Seeing a "dumb" bomb you drop hit a target and knowing you had all the parameters right.

The lights of London or Paris at night from FL 350.

Squall lines that run as far as you can see.

Exotic lands with exotic food.

Seeing Tokyo lights at night from thirty five thousand feet stretching from horizon to horizon.

Maneuvering the airplane through day lit canyons between towering Cumulus Clouds.

The deep blue-gray of the sky at FL 430.

The hustle and bustle of Hong Kong Harbor.

The softness of a touchdown on a snow-covered runway.

Hearing the nose wheel spin down against the snubber in the wheel well after takeoff. A delightful sound signaling that you were on your way!

Old Chinatown in Singapore before it was torn down, modernized, and sterilized.

Watching the lightning show while crossing the ITCZ at night.

Long-tail boats speeding along the klongs in Thailand .

The quietly turning paddle fans in the lobby of the "Raffles Hotel" in Singapore .

Dodging colored splotches of red and yellow light on the radar screen at night.

The sound of foreign accents on the radio.

Luxury hotels.

To paraphrase the eloquent aviation writer, Ernie Gann, "The allure of the slit in a China girl's skirt."

Sunsets of every color imaginable.

The tantalizing glow of the flashing strobe lights just before you break out of the clouds on the approach.

Yosemite Valley from above.

The almost blindingly-brilliant-white of a towering cumulus cloud.

A cold San Miguel in Angeles City after a long day's flying.

The Diamond Horseshoe at Itazuke.

Ocean crossings and in-flight refueling.

Hearing every sound a single engine fighter makes at night over the open ocean.

The taxiway sentry (with his flag & machine gun) at the old Taipei (downtown) airport.

Seventy-thousand-foot-high thunderstorm clouds in the tropics.

Sipping Pina Coladas in a luxury hotel bar, while a Typhoon rages outside.

Chinese Junks bobbing in Aberdeen harbor.

The smell of winter kimchee in Korea.

Watching the latitude count down to zero on the INS, and seeing it switch from "N" to "S" as you cross the equator.

"Wake Island" at Sunrise.

Oslo Harbor at dusk.

Icebergs in the North Atlantic.

Contrails.

Pago Harbor, framed by puffy cumulus clouds in the late afternoon.

The camaraderie of a good crew.

Ferryboat races in Sydney Harbor

Experiencing all the lines from the old Jo Stafford tune:

"See the pyramids along the Nile .

See the sunrise on a tropic isle.

See the market place in old Algiers

Send home photographs and souvenirs.

Fly the ocean in a silver plane.

See the jungle when it's wet with rain."

White picket fences in Auckland.

Trade winds.

White sandy beaches lined with swaying palms.

Double-decker buses in London

The endless expanse of white on a Polar Crossing.

The "Star Ferry" in Hong Kong,

Bangkok after a tropical rain.

Mono Lake and the steep wall of the Sierra Nevada range when approached from the east.

The bus ride to Stanley ... on the upper deck front seat of the double-decker bus.

The "Long Bar" at the Raffles.

Heavy takeoffs from the "Cliff" runway at Guam.

Landings in the B-767 when the only way you knew you had touched down was the movement of the spoiler handle.

Jimmy's Kitchen.

The deafening sound of tropical raindrops slamming angrily against the windshield, accompanied by the hurried slap, slap, slap of the windshield wipers while landing in a torrential downpour in Manila .

Endless ripples of sand dunes across the trackless miles of the Sahara desert.

Miller's Pub in Chicago

German beer.

Oktoberfest.

The white cliffs of Dover

Oom-pa-pa music at Meyer Gustels in 'Frankfurt'!

Fjords in Norway

The aimless compass, not knowing where to point as you near the top of the world on a polar crossing.

The whiskey compass on a steep tilt.

The old Charlie-Charlie NDB approach into Kai Tak.

Brain bags crammed with charts to exotic places.

The Peak tram in Hong Kong. B reaking out of the clouds on the IGS approach to runway 13 at Kai Tak, and seeing a windshield full of checkerboard.

An empty weight takeoff in a B-757.

The bustle of Nathan Road on a summer day.

Sliding in over Crystal Springs reservoir for a visual approach and landing on 1R in SFO.

The smell of tropical blooms when you step off the plane in Fiji

The quietness of a DC-10 cockpit.

The rush of a full-speed-brakes descent at barber pole in a B-727.

Deadheading in First Class.

The Canarsie approach into JFK.

The Eiffel Tower

Max Gross Weight Takeoffs.

Cross-wind landings at 29 Kts/90 degrees

Good Co-pilots.

Man-sized rudder pedals as big as pie plates.

Leak-checking your eyelids on a long night flight.

And, as one friend so perceptively pointed out, "Payday" !

Making an aural null range approach.....

Then there was Venus coming up before the sun in the Eastern sky, giving the horizon a light show like no other!

And the best .. watching countless rounds of 23/37/57 MM being shot at you, at night, and ALL missing.

Humor/Sobering or Fun (Share some "vulgarity free" humor with the net):

The Greatest Play in Baseball – Great Memorial Day message!

<http://www.youtube.com/watch?v=lrV8QPQAhxo>

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Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe to assure the survival and the success of liberty. **-John F. Kennedy**

The greatest glory of a free-born people is to transmit that freedom to their children. **-William Havard**

It is foolish and wrong to mourn the men who died. Rather we should thank God that such men lived.
— General George S. Patton

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Moving reminder of what this day is all about:
<http://www.youtube.com/watch?v=1Sny6HjHIEs>

May this Memorial Day be full of meaning for you!

Mark

Mark Sztanyo, PCN Dir & HL Editor

[Pilot Communication Net](#)

[Contact the Net](#)

Life on earth will soon be past, only what's done for Christ will last!

Serving the Delta community, and pilots (active and retired) and their families, *including original Delta, and former:* Northeast, Pan-Am, Western, NWA, Republic, North-Central, Southern Airways, Hughes- Airwest, and all the Delta Connection carriers.

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Delta Pilots Pension Preservation Organization - <http://www.dp3.org>
Delta Museum & Fly-in information - <http://www.deltamuseum.org>
Delta Pioneers - <http://www.deltapioneersinc.com/>
Delta Golden Wings - <http://www.deltagoldenwings.com/>
Delta Retiree Connection - <http://www.dlretiree.info>
Delta Retirement Committee - <http://www.dalrc.org/>
DAL Pilots DDPSA - <http://www.ddpsa.com/>
Delta Extra Net Portal - <http://dlnet.delta.com/>

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